

# The Star.

VOLUME 7.

REYNOLDSVILLE, PENN'A., WEDNESDAY, SEPTEMBER 14, 1898.

NUMBER 16.

## Railroad Time Tables.

### PENNSYLVANIA RAILROAD.

#### Philadelphia & Erie Railroad Division.

In effect May 29, 1898. Trains leave Driftwood as follows:

**EASTWARD**  
9:30 a. m.—Train 1, weekdays, for Sunbury, Harrisburg, Hagerstown, Gettysburg, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 6:25 p. m.; New York, 9:30 p. m.; Baltimore, 6:00 p. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Philadelphia and Washington.  
4:00 p. m.—Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 4:30 a. m.; New York, 7:30 a. m.; Baltimore, 8:30 a. m.; Washington, 7:30 a. m. Pullman sleeping cars from Harrisburg to Philadelphia and New York, Philadelphia passengers can remain in sleeper undisturbed until 7:30 a. m.

10:12 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:30 a. m.; New York, 9:30 a. m. on weekdays and 10:30 a. m. on Sunday; Baltimore, 6:30 a. m.; Washington, 7:40 a. m. Pullman sleeping cars from Erie and Williamsport to Philadelphia and Williamsport to Washington. Passengers in sleeper for Harrisburg and Washington will be transferred to each other at Philadelphia and Williamsport. Passenger coaches from Erie to Philadelphia and Williamsport to Baltimore.

**WESTWARD**  
4:41 a. m.—Train 9, weekdays, for Erie, Ridgeway, DuBois, Clermont and principal intermediate stations.  
9:41 a. m.—Train 3, daily for Erie and intermediate stations.  
5:47 p. m.—Train 15, weekdays, for Kane and intermediate stations.

**THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.**  
TRAIN 9 leaves New York 5:50 p. m., Philadelphia 8:50 p. m., Washington 7:20 p. m., Baltimore 8:40 p. m., arriving at Driftwood 4:41 a. m. weekdays, with Pullman sleeping cars and passenger coaches from Philadelphia to Erie and Washington to Baltimore.

**JOHNSBURG RAILROAD.**  
TRAIN 15 leaves Philadelphia 8:30 a. m., Washington, 7:50 a. m.; Baltimore, 8:50 a. m.; Harrisburg, 10:15 a. m.; weekdays, arriving at Driftwood at 5:47 p. m. with Pullman Parlor car from Philadelphia to Williamsport and passenger coach to Kane.  
TRAIN 3 leaves New York at 7:40 p. m.; Philadelphia, 11:30 p. m.; Washington, 10:40 p. m.; Baltimore, 11:30 p. m., daily arriving at Driftwood at 9:47 a. m. Pullman sleeping cars from Phila. to Williamsport, and through passenger coaches from Philadelphia to Erie and Harrisburg to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

**CONNECTIONS VIA JOHNSBURG R. R. AND RIDGWAY & CLEARFIELD R. R.**  
a. m. WEEKDAYS. p. m.  
10:00 Ar. Clermont Lv. 10:40  
9:50 Woodvale " 10:46  
9:50 Quindlen " 10:50  
9:45 Short's Run " 10:54  
9:40 Instantan " 11:00  
9:35 Straight " 11:04  
9:30 Havel " 11:08  
9:25 Bendigo " 11:12  
9:20 Johnsonburg " 11:16  
8:55 Lv. Ridgway Ar. 11:50

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## ALLEGHENY VALLEY RAILWAY COMPANY.

In effect Sunday, June 20, 1898, Low Grade Division.

STATIONS.	EASTWARD.			
	No. 1.	No. 5.	No. 9.	No. 109
Pittsburg	8:40	1:40	4:40	7:40
Red Bank	9:10	2:10	5:10	8:10
Lawsonham	11:40	4:40	7:40	10:40
New Bethlehem	11:50	4:50	7:50	10:50
Oak Ridge	11:55	4:55	7:55	10:55
Maysville	12:00	5:00	8:00	11:00
Summersville	12:05	5:05	8:05	11:05
Brookville	12:10	5:10	8:10	11:10
Fuller	12:15	5:15	8:15	11:15
Reynoldsville	12:20	5:20	8:20	11:20
Falcons	12:25	5:25	8:25	11:25
Falls Creek	12:30	5:30	8:30	11:30
DuBois	12:35	5:35	8:35	11:35
Sabula	12:40	5:40	8:40	11:40
Winterburg	12:45	5:45	8:45	11:45
Penfield	12:50	5:50	8:50	11:50
Tyler	12:55	5:55	8:55	11:55
Hennetsville	13:00	6:00	9:00	12:00
Grant	13:05	6:05	9:05	12:05
Driftwood	13:10	6:10	9:10	12:10

STATIONS.	WESTWARD.			
	No. 2.	No. 6.	No. 10.	No. 104
Driftwood	10:10	3:10	6:10	9:10
Grant	10:20	3:20	6:20	9:20
Hennetsville	10:30	3:30	6:30	9:30
Tyler	10:40	3:40	6:40	9:40
Penfield	10:50	3:50	6:50	9:50
Winterburg	11:00	4:00	7:00	10:00
Sabula	11:10	4:10	7:10	10:10
DuBois	11:20	4:20	7:20	10:20
Falls Creek	11:30	4:30	7:30	10:30
Falcons	11:40	4:40	7:40	10:40
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Brookville	12:10	5:10	8:10	11:10
Summersville	12:20	5:20	8:20	11:20
Oak Ridge	12:30	5:30	8:30	11:30
New Bethlehem	12:40	5:40	8:40	11:40
Lawsonham	12:50	5:50	8:50	11:50
Red Bank	13:00	6:00	9:00	12:00
Pittsburg	13:10	6:10	9:10	12:10

Trains daily except Sunday.  
JAS. P. ANDERSON GEN'L. PASS. AGT.  
PITTSBURG, PA.

## BEECH CREEK RAILROAD.

New York Central & Hudson River R. R. Co., Lessee

CONDENSED TIME TABLE.	
READ UP	READ DOWN
No. 37 No. 33	No. 30 No. 32
10:25 Ar. PATTON	10:40 Ar. PATTON
10:35 Ar. PATTON	10:50 Ar. PATTON
9:45 Ar. MAHAFFEY	10:00 Ar. MAHAFFEY
9:55 Ar. MAHAFFEY	10:10 Ar. MAHAFFEY
9:15 Ar. KERMOOR	9:30 Ar. KERMOOR
9:25 Ar. KERMOOR	9:40 Ar. KERMOOR
9:05 Ar. GAZZAM	9:20 Ar. GAZZAM
8:58 Ar. KERMOOR	9:15 Ar. KERMOOR
8:53 Ar. NEW MILPIT	9:10 Ar. NEW MILPIT
8:48 Ar. CLARKE	9:05 Ar. CLARKE
8:40 Ar. MITCHELLS	9:00 Ar. MITCHELLS
8:10 Ar. CLEARFIELD	8:30 Ar. CLEARFIELD
7:51 Ar. WOODLAND	8:10 Ar. WOODLAND
7:45 Ar. BIRCH	8:05 Ar. BIRCH
7:38 Ar. WALLACE	7:58 Ar. WALLACE
7:30 Ar. MORRISDALE	7:50 Ar. MORRISDALE
7:28 Ar. MUNSON	7:48 Ar. MUNSON
7:20 Ar. PHILIPSBURG	7:40 Ar. PHILIPSBURG
7:18 Ar. MUNSON	7:38 Ar. MUNSON
7:12 Ar. WINBURNE	7:32 Ar. WINBURNE
7:05 Ar. HILLTOP	7:25 Ar. HILLTOP
6:55 Ar. SNOW SHOE	7:15 Ar. SNOW SHOE
6:48 Ar. BECH CREEK	7:08 Ar. BECH CREEK
6:40 Ar. BUFFALO	7:00 Ar. BUFFALO
6:38 Ar. LOCK HAVEN	6:58 Ar. LOCK HAVEN
6:30 Ar. YONGEDALE	6:50 Ar. YONGEDALE
6:25 Ar. JERSEY SHORE	6:45 Ar. JERSEY SHORE
6:20 Ar. JERSEY SHORE	6:40 Ar. JERSEY SHORE
6:12 Ar. WILLIAMSPIT	6:32 Ar. WILLIAMSPIT
6:05 Ar. PHILA. & BRADSHAW	6:25 Ar. PHILA. & BRADSHAW
5:50 Ar. WILLIAMSPIT	6:10 Ar. WILLIAMSPIT
5:40 Ar. PHILA.	6:00 Ar. PHILA.

Connections at Williamsport with Philadelphia & Reading R. R. At Jersey Shore with Fall Brook Railway. At Mill Hill with Central Railroad of Pennsylvania. At Phillipsburg with Pennsylvania Railroad and Altoona & Philadelphia Connecting R. R. At Clearfield with Buffalo, Rochester & Pittsburgh Railway. At Mahaffey and Patton with Cambria & Clearfield Division of Pennsylvania Railroad. At Mahaffey with Pennsylvania & North-Western Railroad.

**A. G. PALMER,** Superintendent.  
**F. E. HERRMAN,** Gen'l. Pass. Agt.  
Philadelphia, Pa.

## Allegheny College

Founded in 1815.  
Good Traditions  
Strong Faculty  
Unsurpassed Location  
Reasonable Expenses  
Catalogue sent free of charge to any address upon application to  
**PRESIDENT CHAPPEL,**  
Hawthorne, Pa.  
Fall Term Opens Sept. 20.

## We are Moving

from Centennial hall to Cor. Main and Fifth Sts., in the old "Bee Hive" Stand.

## A CORDIAL INVITATION

is extended to the general public to pay us a visit at your earliest convenience. We have some Bargains for you. Thanking you for past favors, we solicit a continuance of same.

Respectfully,  
**HUGHES & KELSO.**

## Omaha Exposition.

The Pennsylvania Railroad Company has arranged for a special eight-day personally-conducted tour to the Trans-Mississippi and International Exposition at Omaha on October 1, allowing four full days at the Exposition. Round trip tickets, including transportation and Pullman berth in each direction, meals in dining car going and returning, hotel accommodations and meals at Omaha, admission to the Fair, and carriage drive and hotel accommodations at Chicago, will be sold at rate of \$100 from New York; \$95 from Philadelphia; \$95 from Washington and Baltimore; \$90 from Williamsport and Harrisburg; \$80 from Pittsburg; and proportionate rates from other points.

The party will be accompanied by a Tourist Agent and Chaperon, and will travel in special Pullman sleeping cars. For the benefit of those who may desire to remain longer in Omaha, tickets will be made good to return on regular trains until Nov. 15, inclusive. Such tickets include only railway transportation returning, with reduction of \$15 from above rates from all points.

For further information apply to ticket agents, Tourist Agent, 1196 Broadway, New York, or Geo. W. Boyd, Assistant General Passenger Agent, Philadelphia.

**Rathmel.**  
John Meson, jr., of Boston, Mass., is visiting his sister, Mrs. David Price, at this place.

On Friday night last a party was held at the home of A. L. Keagle in honor of Nate Heady, of Reynoldsville. About thirty were present and report a good time.

Mr. and Mrs. Allen Frazier and daughter, of DuBois, are visiting in this place.

Mrs. William Fassett, of Westville, is visiting here.

On last Wednesday as William Bower was on his way to DuBois his horse became frightened and got beyond control. Mr. Bower was thrown from his buggy, his right shoulder broken and he was otherwise injured.

Saturday evening last G. M. Henry was thrown out of his buggy and seriously hurt.

W. G. Harris and William Charleston were at Emerickville last Sunday in the interest of the Church of God in Jefferson county.

Our schools opened Monday.

**Paradise.**  
Ira Dickie, of Scotch Hill, was in Paradise last Thursday evening.

Everybody in the community attended the Pifer Reunion last Thursday.

Mr. and Mrs. John McCright, of DuBois, visited their daughter, Mrs. McAde, several days last week.

Mr. and Mrs. John Pifer were the guests of Mr. and Mrs. Martin Streuse on Sunday.

## HORSES' ACTIONS IN BATTLE

Some Keep Their Heads in the Mud Rush; Some Lose Them.  
A man seldom cries out when hit in the turmoil of battle. It is the same with a horse. Five troopers out of six, when struck by a bullet, are out of their saddles within a minute. If hit in the breast or shoulder, up go their hands and they get a heavy fall; if in the leg or foot or arm, they fall forward and roll off. But even with a foot cut off by a jagged piece of shell a horse will not drop. It is only when shot through the head or heart that he comes down. He may be fatally wounded, but he hobbles out of the fight to right or left and stands with drooping head until loss of blood brings him down. The horse that loses his rider and is unwounded himself will continue to run with his set of fours until some movement throws him out. Then he goes galloping here and there, neighing with fear and alarm, but will not leave the field. In his racing about he may get among the dead and wounded, but he will dodge them, if possible, and in any case leap over them. When he has come upon three or four other riderless steeds, they "fall in" and keep together, as if for mutual protection, and the "rally" on the bugle may bring the whole of them into the ranks in a body.

A horse which has passed through a battle unwounded is fretful, sulky and nervous—the same as a man—for the next three or four days. His first battle is also the making or unmaking of him as a warhorse. If the nervous tension has been too great, he will become a bolter in the face of danger, and thereby become a danger in himself. If the test has not been beyond him, he will go into the next fight with head held high and flecks of foam blowing from his mouth as he thunders over the earth.—Washington Post.

## HE SQUANDERED MILLIONS.

**The Wildly Reckless Financial Career of Baron Albert Grant.**  
One of the most dramatic if not actually one of the largest failures, so far as the liabilities were concerned, was that of Baron Albert Grant of "Emma mine" notoriety. Grant was the uncrowned king of the financial world of his day and generation. He made millions almost as deftly as the late Mr. Barney Barnato, and he spent them right royally. He bought Leicester square and presented it, a free gift, to the people of London. He gave a dinner to nearly a thousand city magnates at a cost which was popularly reputed at the time to have exceeded 100 guineas a head, and which, in any event, undoubtedly established a record in extravagant dinner giving which has yet to be beaten.

And he started out to build a palace in Kensington which should "knock spots off" all other private residences, past, present or to come. Everything was got up regardless of expense. The ballroom walls were inlaid with panels of pink Italian marble, costing 800 guineas each. In the entrance hall were four pillars of porphyry, worth £4,000.

The building was scarcely finished when the crash came, and it remained for long a brick and mortar white elephant on the hands of the trustees in bankruptcy. Eventually most of the interior fittings and decorations were disposed of piecemeal. The grand staircase, which had cost to build some £40,000, being acquired by the representatives of the late Miss Tussaud for a trifle over a fourth of that sum. It now forms the main approach to the upper and principal suit of rooms of the new exhibition buildings in the Marylebone road.—London Mail.

## Cats of Other Days.

The lot of the average nineteenth century cat does not compare favorably with that of its ancestors. Everybody knows that the early Egyptians held the cat sacred, and any one injuring a sacred animal was liable to severe punishment. Among the ancient laws of Wales was a statute which prohibited the slaughter of a cat under a curious penalty. The owner of the slaughtered animal held it by the tip of the tail, with its nose touching the floor, and the slayer had to give him, by way of compensation, as much wheat as would bury the entire animal out of sight. The grain was supposed to represent the amount that the owner would lose through the depredations of vermin by being deprived of the cat.

Saxony, Switzerland and other European countries also had laws enacted for the protection of cats, which were regarded of economic value. Now, however, pussy is simply a decorative domestic adjunct.

**Will Cure Him Eventually.**  
"I feel considerably encouraged about Elusher."  
"Why, I thought you told me he was incurable—that he smoked the nasty little things incessantly, and they had given him a constant cough."  
"That's why I am encouraged. The cough is getting worse."—Chicago Tribune.

There are over 1,000 islands under the flag of Japan, and in Georgia bay, the north extension of Lake Huron, where we find very few islands on the map, there are in reality several thousand islands, most of them, of course, quite small.

One-seventh of the population of England are engaged in the building trade.

## A Musical Sentry.

The author of "With Plumer in Matebeleland" tells of some humorous sentry incidents.  
A trooper had gone down to a water hole after the sentries were posted. On returning he was challenged, but, not knowing the countersign, the sentry refused to let him pass.

"Hang it all, you know me well enough! What's the use of playing the fool at this time of night?" pleaded the soldier.

"Can't be helped. You know the orders, and unless you give the countersign there you are, and there you will remain!" retorted the sentry. And he did remain there until the visiting officer admitted him in the small hours of the morning.

On another occasion the countersign was "Nordenfildt," the name of a certain kind of gun. A soldier, on approaching the picket, had a hazy recollection that some sort of a gun had been mentioned as the countersign and in answer to the challenge gave "Maxim."

"That's not it," replied the sentry. "Oh, well, the other kind of gun!" hazarded the man.

"Well, that's near enough. Pass in," said the sentry.

An orderly officer, on going his rounds, was astonished to find the sentry singing at him in this fashion:  
"Hiliddle dellidell! Who goes there?"  
"What do you mean, sir, by challenging in that fashion?" asked the officer.

"The last time I was on duty, sir, I was told to challenge in a more musical voice, and that's the only tune I know, sir," replied the sentry.

## The Evolution of the Sideboard.

The dresser began service in the kitchen as a table, advancing until it was composed of a top and two shelves below, supported by four legs. It was then used not so much as a place for dressing the meats as a serving table, on which dishes were placed before being allotted to the members of the household. At a later period a portion of the dresser became inclosed, and after that an extra shelf, with sometimes a hood, was placed on it. It was not then an article of kitchen furniture, but stood in the hall or living room. As a result of the desire to reduce the quantity of furniture in the hall the credence and dresser were combined as one article, with a closet and shelf below and several shelves above, the whole surmounted by a canopy. Then it was like some of our sideboards, though it was not known by that name until the eighteenth century, when it assumed the long, low table form, with drawers and cupboards below. The name sideboard prior to this had, however, been applied to tables as early as the sixteenth century.—Architectural Record.

## Scottland.

Prior to the year 258, which witnessed its invasion by the Scots, a tribe who inhabited the northern portions of the country now known as Ireland, Scotland bore the name of Caledonia, literally the hilly country of the Gaels, or Gaels. The word Gael, or gael, is a corruption of Gadhel, signifying in the native tongue "a hidden rover," while Scot, derived from the native Gaelic, means practically the same thing—i. e., a wanderer. The Caledonians were the inhabitants of the highlands, the termination dun expressing the Celtic for hill, fort, stronghold. The Scots were the invaders from Scotia, who appropriated the Hebrides and western islands, whereas the lowlanders were the Picts, so called from their description by the Romans, picti, painted men.—"Names and Their Meaning."

## A Peculiar Problem.

The Loughbo gives some amusing pieces of Lewis Carroll's humor from the forgotten pages of Oxford pamphlets. During the election at Oxford in 1895 he gave vent to the following Euclidean definition:  
"Plain superficiality is the character of a speech in which, any two points being taken, the speaker is found to lie wholly with regard to those two points."

A note is also given on the right appreciation of examiners: "A takes in ten books and gets a third class, B takes in the examiners and gets a second. Find the value of the examiners in terms of books; also their value in terms when no examination is held."

**Sandy's Retort.**  
The parish minister of C— is a practical though not a cultured preacher. The other Sunday, when on his way home at the close of the afternoon service, he overtook Sandy Smart, the village half wit, slowly trudging along, and, being a bit of a wag, addressed him as follows:  
"You've got an excellent pair of shoes on, Sandy; but, losh, man, they're sadly in need of blacking!"  
"Aye, sir," readily replied Sandy. "They're like yer sermons—unco destitute o' polish!"—Dundee People's Journal.

**Well Named.**  
"This is the parlor, eh?" tentatively remarked the real estate agent, who was looking over the house.  
"Yes," replied the old man Kidder, "but I usually call it the courtroom."—Harper's Bazar.

## When Umbrellas Were First Used.

The introduction of the umbrella in some places has been regarded of sufficient importance to be included in the local annals. About 1780 a red Leghorn umbrella was introduced into Bristol, and it created quite a sensation in the city. It was about the same period that an umbrella was first carried in the streets of Stamford, Lincolnshire. It was of Chinese manufacture and was brought to Stamford from Glasgow.

Mrs. Stockdale, in 1776, is recorded to have brought from the island of Granada, in the West Indies, the first umbrella seen in Carlisle, Lancashire.

In 1779 Dr. Spens, a popular physician, carried an umbrella in the streets of Edinburgh, and he is credited with introducing it into the Scottish capital. John Jameson